



DEVELOPMENT PARTNERS' ROUNDTABLE ON IGAD REGIONAL INFRASTRUCTURE

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PROJECTS PROFILE BOOKLET



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Title of Project	Nimule – Juba Road			
Sector	Transport (road)			
Participating Countries	South Sudan/Uganda/Kenya			
Route	Northern Corridor			
Project Description	<p>Upgrading/reconstruction of the 192Km long road which is a 7m wide carriageway with 1.5m shoulders with a double bituminous surface treatment (DBST) surfacing.</p> <p>The road has not received any maintenance since 2014, despite being heavily trafficked as the only tarmacked road link to the capital Juba.</p>			
Distance	192 km			
Objectives	The objective of this road is to link South Sudan with Uganda and serve the South Sudan heavy traffic originating from Kampala and the port of Mombasa in Kenya			
Expected Results	Rehabilitation of the road will reduce travel times and costs, increase trade and integration between Uganda and South Sudan, but also between Uganda and Sudan and Ethiopia as the primary route between these countries. There will also be added benefits to local communities from improved access to regional markets for agricultural products			
Sources of Financing	<p>Financing is being sought from development partners.</p> <p>The economic benefits of the project are likely to be high, and it is likely that a toll road could be commercially viable and could be considered as an option in the feasibility study.</p>			
Ongoing Related activities in the IGAD Region	Funds secured from World Bank to upgrade Juba-Nadapal road to bitumen standard; Detailed design of Kapoeta-Raad road completed; Construction of Nimule OSBP completed.			
Action Required	Financing of the upgrading/reconstruction and supervision services (solicitation of funds by the Government of South Sudan)			
Period of Implementation	2022-2025			
Status	Pre-feasibility study completed			
Intervention for which Financing is required	Full feasibility and detailed design; and complete upgrading with geometric realignments and pavement reconstruction, which is expected to reduce the length of road by approximately 17% to 160Km.			
Type of Investment initiative	Estimated Total Cost	Finance Secure	Finance Unsecured	Remark/ Financier
Upgrading/Reconstruction of Existing Infrastructure	USD 73 Million		USD 73 Million	

Title of Project	Kampala – Jinja Expressway			
Sector	Transport (Road)			
Participating Countries	Uganda			
Route	Northern Corridor			
Distance	77 km			
Objectives	This is a capacity improvement project to create a dual carriageway or provide an alternative route for Jinja- Kampala traffic			
Project Description	Four-lane dual carriage toll highway connecting Kampala and Jinja which forms part of the Northern Corridor linking Uganda to Port of Mombasa. It is expected to be a tolled expressway with a design speed of up to 120kph between Kampala and Jinja. The Project will comprise a 77 km mainline (the “Kampala Jinja Mainline”) and an 18 km bypass to the south of Kampala city (the “Kampala Southern Bypass”).			
Expected Results	The project will cut travel time and boost trade along an important artery linking Uganda with its neighbours. The project will improve travel flow, thus reducing travel time from more than three hours to under one hour between Jinja and Kampala along the northern corridor linking Uganda to South Sudan and Kenya.			
Description of National plan to the project	The road is part of the Northern Corridor which is the main gateway to and from the Mombasa port in Kenya.			
Period of Implementation	2022-2027			
Status	The project is at the project structuring stage.			
Business Model	A blended finance PPP model, with IFIs and/or donors providing 40% of the total value as loans and/or grants and the private sector providing 60% through debt and equity split of 80:20. Debt might be sourced from international commercial lenders as the domestic market is not sufficient.			
Next steps	Procurement of a private concessionaire (30 years concession) on a design-build-finance-operate-transfer (DBFOT) basis under the Availability Payment PPP model. Also, to secure funding for all civil works.			
Intervention for which Financing is required	Construction of the entire 77 km mainline (Kampala Jinja Mainline) and an 18km bypass to the south of Kampala city (the “Kampala Southern Bypass”).			
Type of Investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/ Financier
Expansion of Existing Infrastructure	USD 1 Billion	USD 229.5 Million	USD 770.5 Million	Potentially a PPP project. AfDB has given USD 229.5 Million for the project

Title of Project	Naivasha - Kisumu - Malaba Standard Gauge Railway			
Sector	Transport (Rail)			
Participating Countries	Kenya, Uganda			
Route	Northern Corridor			
Project Description	The railway project starts at Naivasha, proceeds to Kisumu and ends at Malaba on the Kenya/Uganda border. The project aims at upgrading the railway line between Naivasha to Malaba from the existing Meter Gauge line to Standard Gauge Railway (SGR). The estimated length is approximately 369 km.			
Distance	369 km			
Objectives	Construction of standard gauge railway between Naivasha and Malaba at the Uganda/Kenya border.			
Expected Results	<p>The development of the Kisumu - Malaba SGR will achieve the following objectives:</p> <ul style="list-style-type: none"> • Directly connect Kenya and Uganda; • Boost intra-African trade among several countries in IGAD and beyond; and • Enhance the African continent's regional and continental rail connectivity. <p>The project benefits will include reduced road maintenance costs, lower transport costs, reduced transit time, faster rail speeds, promote increased trade through the amount of trade volume that will be hauled by the wagons.</p>			
Sources of Financing	<p>A loan application has been made to the Chinese Exim Bank who will provide 85% of the total project value with the remaining 15% coming from the Government of Kenya budget.</p> <p>The Exim Bank of China has predicated the funding of this section of the SGR on Uganda committing to construct the Malaba-Kampala section.</p>			
Ongoing related activities in the IGAD region	Completed construction of Mombasa – Nairobi – Naivasha SGR; and planned construction of Kampala – Malaba SGR			
Period of implementation	2022-2027			
Status	The project is at the feasibility studies stage			
Intervention for which Financing is required	<ul style="list-style-type: none"> • Construction of SGR line • Signalling, communication equipment and railway electrification • Rolling stock • Goods and passenger station construction • Capacity building - management, operation and maintenance of SGR. 			
Type of investment	Estimated Total Cost	Finance secured	Finance unsecured	Remark Financier
Upgrading of existing infrastructure	USD 4,240.0 million		USD 4,240.0 million	

Title of Project	Malaba – Kampala Standard Gauge Railway			
Sector	Transport (Rail)			
Participating Countries	Uganda, Kenya			
Route	Northern Corridor			
Project Description	<p>The project starts Malaba to Kampala and links with the Kenyan network from Mombasa. From Kampala, it eventually proceeds into Rwanda and Congo DR. It is a standard gauge railway line with estimated length of approximately 273 km.</p> <p>The project is part of the Tran Africa corridor connecting the Eastern Africa to West African countries serving as possible tie between these countries.</p>			
Distance	273 km			
Objectives	Construction of standard gauge railway between Kampala and Malaba at the Uganda/Kenya border.			
Expected Results	<p>The project benefits will include reduced road maintenance costs, lower transport costs, reduced transit time, safe and faster rail speeds, promote increased trade through the amount of trade volume that will be hauled by the wagons.</p> <p>Other benefits include seamless connectivity, deepened trade, strengthened regional integration. There will be improved socio-economic wellbeing of the people.</p>			
Sources of Financing	Loan application submitted to Chinese Exim Bank for 85% of the project value with Government of Uganda financing 15% through budget contributions.			
Ongoing related activities in the IGAD region	Completed construction of Mombasa – Nairobi – Naivasha SGR; Planned construction of Naivasha – Kisumu – Malaba SGR			
Period of implementation	2022-2025			
Status	The project is at the feasibility studies stage			
Intervention for which Financing is required	<ul style="list-style-type: none"> • Railway engineering has not been well developed in Uganda as a result of the dilapidation and failure of the narrow gauge railway. Therefore, it is assumed that the development of railway system integration and the construction of permanent way require intervention • Signalling, communication equipment and railway electrification • Rolling stock • Goods and passenger station construction • Capacity building - management, operation and maintenance of SGR. 			
Type of investment	Estimated Total Cost	Finance secured	Finance unsecured	Remark Financier
Upgrading of existing infrastructure	USD 2,640.0 million		USD 2,640.0 million	

Title of Project	LAPSSET Railway			
Sector	Transport (Rail)			
Participating Countries	Kenya, South Sudan, Ethiopia			
Route	Lamu -Juba /Moyale - Addis Ababa			
	Construction of a standard gauge railway from Lamu Port in Kenya to Juba in South Sudan and Addis Ababa in Ethiopia i.e. Lamu-Garissa-Isiolo and branching to two links, the link to South Sudan(Isiolo-Nginyang-Nakodok-Juba) and link to Ethiopia (Isiolo-Moyale-Addis Ababa). Design speed: (Passenger train) 160 km per hour (Kph), (Freight train) 120 Kph, Gauge: 1,435 mm (Standard Gauge).			
Distance	1,400 Kilometers rail (Lamu/Juba) and about 600 Kilometers to Moyale			
Objectives	Undertake Detailed Engineering Designs followed by the construction of a standard gauge railway between Lamu and Addis Ababa/Juba.			
Expected Results	Link South Sudan and Ethiopia and by rail to the port of Lamu in Kenya			
Status	Kenya has undertaken feasibility studies on sections within its borders. Ethiopian Railway Corporation has prepared a preliminary technical and financial feasibility study on the development of the railway between Addis Ababa and Moyale.			
On-going Related Activities in the Member States	One berth of Lamu Port was commissioned in June 2021. The berth has a length of 400m and a width of 800m, and a draft of 17.5m. Construction of two more berths is ongoing and expected to be completed by end of 2021. Ethiopia has already prepared a national railway masterplan taking into account links to the Lamu port			
Implementation Arrangements	Feasibility studies and detailed engineering designs to be coordinated among the three countries (Kenya, Ethiopia and Sudan) through a Project Implementation Unit (PMU)			
Period of Implementation	2022-2028.			
Description of National plan to the project	Kenya Vision 2030			
Intervention for which Financing is required	Completion of outstanding feasibility studies in South Sudan, detailed engineering designs for rail and service roads. Project preparatory studies (Feasibility study, EIA, SIA, Design etc) and the construction of the railway.			
Business Model	Public-Private Partnership - PPP).			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark /Financier/
New Capital Investment	USD 12,000.4 Million		USD 12,000.4 Million	

Title of Project	Uganda – South Sudan 400kV Power Transmission Interconnector			
Sector	Energy			
Participating Countries	South Sudan, Uganda			
Corridor	Eastern Africa Power Pool (EAPP)			
Project Description	<p>This project involves a new 380km 400kV transmission line from Olwiyo to Juba via Gulu and Nimule, which whilst constructed for 400kV would initially be energised at 220kV. The line will run for approximately 190km in each of the two countries and could form the basis of a nascent grid in South Sudan.</p> <p>A 400kV line is being constructed from Karuma to a new substation near to Kampala. The line extends further north from Karuma to another new substation at Olwiyo.</p>			
Distance	380 km			
Objectives	To construct an electricity transmission line between Uganda and South Sudan to enable power trade between the two neighbouring countries.			
Period of Implementation	2022 - 2024			
Status of Implementation	No preparatory studies done			
Expected Results/Benefits	<p>Creation of transmission capacity to interchange electric power between South Sudan and Uganda.</p> <p>At present the electrical infrastructure in South Sudan is poor, with several isolated systems. Reliability of supply is poor. The transmission line will allow suppressed demand (estimated at 300MW) to be realised and will form the first part of a nascent transmission network in South Sudan. In the short term it will allow the import of hydro power from Uganda, displacing thermal generation. In the longer term power could flow from South Sudan to Uganda when hydropower in South Sudan is developed – i.e. Fula Falls projects.</p>			
Sources of Financing	A possible option for structuring could be for the South Sudan portion to be funded through grant and the Ugandan portion to be funded via a domestic loan to be repaid through cost recovery from electricity sales.			
On-going related activities in Member States	<ol style="list-style-type: none"> 1. Ethiopia-Kenya transmission line, 500AC 2. Ethiopia-Djibouti 220 kv transmission line 3. Regional hydroelectric generation projects - Ethiopia's Great Ethiopian Renaissance Dam (6000MW), and Uganda's Karuma (600MW). 			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
New capital investment	USD 306.0 Million		USD 306.0 Million	

Title of Project	Djibouti – Hol hol - Ali Sabieh – Galile Highway			
Corridor	Djibouti Corridor			
Route	Djibouti – Galile – Diredawa – Addis Ababa			
Participating Countries	Djibouti and Ethiopia			
Project Description	<p>The proposed road is 71 in length and goes through two administrative regions namely; Djibouti region and Al Sabieh. The road joins the existing paved segment at Al Sabieh city. This segment will need to be upgraded in order to link with the newly completed Dewele/Dire Dawa trunk road in Ethiopia which has a shorter distance to Addis Ababa and other large towns west of Awash City.</p> <p>The road will be upgraded to asphalt concrete pavements with double-wheel, single-axis 100 KN load as standard axle load..</p>			
Distance	71 km			
Objectives	To upgrade the gravel road to asphalt standard			
Expected Results	<p>The highway will improve logistics and road access to seaports for Ethiopia and deepen regional integration in the economy, trade and transport.</p> <p>The highway is the most direct route linking majority of the eastern regions in Ethiopia to Djibouti port and the shorter link by road to Addis Ababa and also runs close and almost parallel to the Djibouti/Addis SGR railway which would also operate as a service and relief route for the railway. The terrain is much smoother than the existing Djibouti/Galafi road, and its routing will cause minimum displacement of existing settlements or facilities and areas of historical significance. There will also be limited negative environmental impacts.</p>			
Sources of Financing	<p>Financing is being sought from development partners.</p> <p>The forecast traffic levels on this road should make a toll road commercially viable. It is recommended to conduct a feasibility study for the tolling of the route. In the meantime, assuming concessionary debt can be secured then it is recommended to construct the road and convert to a toll road once constructed.</p>			
Ongoing activities in the Region	<ul style="list-style-type: none"> • Djibouti – Addis Ababa SGR • Diredawa – Dewele road 			
Period of implementation	2022-2025			
Intervention for which Financing is required	Funding to undertake the necessary preparatory studies (Feasibility studies and detailed engineering designs) and construction of the highway			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark /Financier/
Upgrading of infrastructure	USD 129.0 Million		USD 129.0 Million	

Title of Project	Galafi – Dikhil – Djibouti Road			
Corridor	Djibouti Corridor			
Route	Djibouti - Galafi			
Participating Countries	Djibouti and Ethiopia			
Route	Djibouti – Galafi – Addis Ababa			
Project Description	Rehabilitation and reconstruction of the road from Djibouti Port to Dhikir/Galafi border with Ethiopia. 80 km under rehabilitation, 150 km need rehabilitation/reconstruction.			
Distance	230 km			
Objectives	To rehabilitate the road sections that are in poor condition			
Expected Results	To facilitate regional trade and support integration			
Implementation Status	80 km under rehabilitation, 150 km need rehabilitation/reconstruction. JICA and Saudi Fund funding rehabilitation.			
Sources of Financing	Financing is being sought from development partners			
Ongoing activities in the Region	Construction of Galafi OSBP			
Period of implementation	2022-2024			
Intervention for which Financing is required	Funding to rehabilitate the poor sections of the road (150 km)			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark /Financier/
Upgrading of infrastructure	USD 318.0 Million		USD 318.0 Million	JICA and Saudi Fund are supporting the rehabilitation of some sections of the road.

Title of Project	Raad-Boma-Kapoeta Road			
Sector	Transport (Road)			
Location/Country	South Sudan			
Participating Countries	South Sudan and Ethiopia			
Corridor	Djibouti/Northern Corridor			
Route	Djibouti-Addis Ababa-Mizan Teferi-Dima-Raad-Kapoeta-Juba			
Project Description	The project comprises construction/upgrading of the existing earth road between the South Sudan towns of Kapoeta and Raad (at Ethiopia border) to an asphalt concrete standard (7.0 m carriageway with 1.5 m shoulders).			
Length	278 km			
Objectives	To construct the earth road to bitumen standard.			
Period of Implementation	2022-2025			
Status of Implementation	<p>Full feasibility, ESIA and detailed design studies of the road completed in 2018 under AfDB funding. Also undertaken were trade facilitation studies of the Kampala-Juba-Addis Ababa-Djibouti corridor.</p> <ul style="list-style-type: none"> ➤ Economic internal rate of return of the project - 17.3% ➤ The net present value (NPV) - US\$165.03 Million ➤ Benefit-Cost Ratio (BCR) - 2.042 			
Expected Results/Benefits	<ul style="list-style-type: none"> • Reduction in VOC's. • Reduction in maintenance costs (Agency costs). • Induced economic development as a result of reduced transport cost. • Improved security • Trade and regional integration. 			
Description of National Country Plan to the Project	South Sudan Development Plan 2011-2013.			
On-going related activities in Member States	<ol style="list-style-type: none"> 1 South Sudan–Kenya roads: <ul style="list-style-type: none"> - Juba-Torit-Nadapal (Studies complete, construction starting soon) - Eldoret-Nadapal (construction being completed). 2 Ethiopia – South Sudan roads: <ul style="list-style-type: none"> - Construction of Mizan Teferi-Raad road (upgraded) 			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 307.6 Million		USD 307.6 Million	

Title of Project	Second Ethiopia – Djibouti 230kV Power Transmission Interconnector			
Sector	Energy			
Participating Countries	Djibouti, Ethiopia			
Corridor	Eastern Africa Power Pool (EAPP)			
Project Description	<p>The proposed second interconnector will consist of a new 292km (190km in Djibouti, 102km in Ethiopia) 230kV double circuit transmission line connecting the substations of Semera, Ethiopia and Nagad, Djibouti. The project also includes extension of the existing substations at Semera and Nagad.</p> <p>The first Ethiopia to Djibouti power transmission interconnector, from Dire Dawa, was commissioned in 2011 at a voltage of 230kV and has a capacity to supply 60MW per annum from Ethiopia to Djibouti. There is, however, sufficient demand and surplus capacity to justify a second interconnector.</p>			
Distance	292 km			
Objectives	To construct electricity transmission line between Djibouti and Ethiopia to enable power trade between the two neighbouring countries.			
Period of Implementation	2022 - 2024			
Status of Implementation	Feasibility studies done (NPV = USD 93.25m; EIRR is 21.8%)			
Expected Results/Benefits	The benefits are expected to arise from reduced operational costs and replacement of fossil fuel derived electricity in Djibouti with hydropower supplied from Ethiopia.			
Sources of Financing	The feasibility study was financed by the Kuwait Fund who had initially expressed an interest in financing the project. The government of India through the Indian Exim Bank have also expressed interest in financing the project.			
On-going related activities in Member States	Construction of Ethiopia's Great Ethiopian Renaissance Dam (6000MW).			
Costs	The total CAPEX cost is \$100m split between the three project components as follows: 230kV line, \$90.8m; Semera substation upgrade, \$5m; Nagad substation upgrade, \$4.2m.			
Intervention for which Financing is required	Construction of the interconnector (292 km)			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
New capital investment	USD 100.0 Million		USD 100.0 Million	

Title of Project	Ethiopia – Somalia 500kV Interconnector			
Sector	Energy			
Participating Countries	Somalia, Ethiopia			
Corridor	Eastern Africa Power Pool (EAPP)			
Distance	1000 km			
Project Description	Construction of Ethiopia – Somalia Interconnector (500KV)			
Objectives	To construct electricity transmission line between Somalia and Ethiopia to enable power trade between the two neighbouring countries.			
Period of Implementation	2022 - 2024			
Status of Implementation	No studies done			
Expected Results/Benefits	The project will provide affordable and reliable power connection to Somalia from Ethiopia			
Sources of Financing	Loans/Grants			
On-going related activities in Member States	Ethiopia's Great Ethiopian Renaissance Dam (6000MW).			
Intervention for which Financing is required	Feasibility and design studies; and construction of the interconnector			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
New capital investment	USD 1200.0 Million		USD 1200.0 Million	WB has show willingness to fund feasibility and design studies.

Title of Project	Ethiopia – South Sudan 230kV Interconnector			
Sector	Energy			
Participating Countries	South Sudan, Ethiopia			
Corridor	Eastern Africa Power Pool (EAPP)			
Project Description	The Government of the Republic of South Sudan is keen on participating in regional interconnections as a way to increase power trade with its neighbours and for its overall energy security. The proposed interconnection plan calls for a 335km 230 kV transmission line from Gambela to Malakal			
Distance	335 km			
Objectives	To construct an electricity transmission line between South Sudan and Ethiopia to enable power trade between the two neighbouring countries.			
Period of Implementation	2022 - 2024			
Status of Implementation	No studies done			
Expected Results/Benefits	The project will provide affordable and reliable power connection to South Sudan from Ethiopia			
Sources of Financing	Loans/Grants			
On-going related activities in Member States	Construction of Great Ethiopian Renaissance Dam (6000MW).			
Intervention for which Financing is required	Feasibility and design studies; and construction of the interconnector			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
New capital investment	USD 700.0 Million		USD 700.0 Million	

Title of Project	El Mujlad – Abyei Highway Upgrade			
Member States	Sudan			
Corridor	Port Sudan			
Route	Port Sudan, Khartoum, Wau			
Distance	200 km			
Project Description	<p>The El Mujlad- Abyei Highway is on Port Sudan Corridor and is one of the important links between Sudan and South Sudan. The highway runs to the common border and links with the Wau-Gogrial-Abyei Highway.</p> <p>The road to be constructed in accordance with the medium level of traffic loading and set a 20-year design life for asphalt concrete pavements. Surface layer will be 7 m wide with 4 cm thick asphalt concrete.</p>			
Objectives	To construct the earth road to bitumen standard.			
Period of Implementation	2022-2025			
Status of Implementation	Feasibility and detailed design studies of the road completed a while ago. Design review required.			
Expected Results/Benefits	<p>As an extension of Port Sudan Corridor network, the road will improve logistics to the seaport and between the two countries.</p> <p>The following are some of the project benefits:</p> <ul style="list-style-type: none"> • Time savings for transporters within Sudan and between Sudan and South Sudan through shorter route including reduced vehicle operating costs; • Indirect benefits including job creation during construction and operations; • Local industry will gain through utilisation of local content focus; • Greater public satisfaction and reduced accidents with better road alignment; and • Economic activities during the construction phase are expected to generate employment of locals and on completion, there will be increased volumes of transit vehicles plying the route. 			
On-going related activities in Member States	Planned upgrade of Wau – Gogrial – Abyei Highway in South Sudan.			
Intervention for which Financing is required	Design review and construction of the road to bitumen standard.			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark /Financier/
Upgrading of existing infrastructure	USD 120.0 Million		USD 120.0 Million	

Title of Project	Wau – Gorgrial – Abeyi Highway Upgrade				
Participating Countries	South Sudan				
Route	Kaya Yei – Yambio - Wau				
Project Description	This 360km road is located in Western Equatoria, Western Bahr El Ghazal, Warrap states and Abeyi areas of South Sudan. It is unpaved and provides transport connectivity between Wau, Gogrial and Abeyi, in South Sudan. It is a continuation of the Kaya Yei Juba in the westerly direction and Yambio and Tambura, the main agricultural production areas, and ends at Abeyi, the border with Sudan.				
Objectives	To construct the earth road to bitumen standard.				
Expected Results	The road has been identified by the government as one of the high priority roads for investment to speed up post war reconstruction, add support to development and reduce the cost of transporting goods within and foster peace and security of countries. When upgraded it will provide a connection between the agricultural rich Western Equatoria and the commercial centres of Wau, Aweil, Gogrial and Abeyei region within the country and in the neighbouring Sudan.				
Sources of Financing	Loans/Grants				
Ongoing Related activities in Member States	The planned construction of El Mujad- Abeyi Highway in Sudan.				
Description of National plan to the project					
Period of implementation	Five years (2022 – 2027)				
Status	Feasibility and detailed designs completed				
Intervention for which Financing is required	Civil works (construction)and supervision service				
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark Financier	
Upgrading of infrastructure	USD 360.0 Million		USD 360.0 Million		

Title of Project	Lamu Port			
Sector	Transport (Maritime)			
Participating Countries	Kenya			
Corridor	Lamu Port South Sudan Ethiopia Transport (LAPSSET) Corridor			
Project Description	<p>The project is located at the Kenyan coastal town of Lamu, at Manda Bay. Plan is to construct a total of 32 berths.</p> <p>The Government of Kenya has completed constructing one berth, while 2 others are nearing completion. The three berths are 100,000 DWT Bulk Berth, 100,000 DWT Container Berth and 30,000 DWT General Cargo Berth).</p> <p>The Channel and basin plan will be prepared with depths of 18.0m (bottom width of 500m) at Main Channel, 12.5m (310m) at Sub-channel, 17.5m (500m) at Manda Pass, and 17.5m (400m) at the basin of Bulk Berth, 16.0m (400m) at Container Berth, and 12.0m (400m) at General Cargo Berths.</p>			
Objectives	To construct a new Port at Lamu serving Kenya, Ethiopia and South Sudan.			
Expected Results/Benefits	<p>Provide port facilities serving Kenya and landlocked countries of South Sudan and Ethiopia providing more regional integration and trade opportunities.</p> <p>The port is expected to attract larger cargo ships. The Lamu traffic is expected to reach 23.9 million tons by 2030.</p>			
Period of Implementation	2013-2030			
Sources of Financing	<p>The government of Kenya in August 2014 signed USD 480 million agreement with a Chinese firm for the construction of the first three berths under EPC.</p> <p>It is proposed that the second phase of the Lamu port is financed by the private sector, with a private investor taking on the concession for the operation of the first 3 berths under construction, plus the development and operation of the other berths.</p>			
Description of National Country Plan to the Project	Kenya Vision 2030			
On-going related activities in Member States	<ol style="list-style-type: none"> 1. Ethiopian Railway Corporation has prepared a preliminary technical and financial feasibility study on Addis Ababa - Moyale section. 2. Kenya has undertaken feasibility studies of the LAPSSET corridor mainly composed of a highway, railway and pipeline. 			
Intervention for which Financing is required	Construction of 29 berths			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
New capital investment	USD 3,100.0 Million	USD 480.0 Million	USD 2,620.0 Million	

Title of Project	LAPSSET Highway (Lamu-Isiolo road)			
Sector	Transport (Road)			
Participating Countries	Kenya, Ethiopia, South Sudan			
Corridor	Lamu Port South Sudan Ethiopia Transport (LAPSSET) Corridor			
Route	Lamu Port-Isiolo-Lodwar-Lokichoggio-Nandapal-Juba			
Project Description	<p>Construction of a bitumen standard road from Lamu to Isiolo in Kenya. This segment is part of LAPSSET Corridor connecting to Juba in South Sudan through the Nadapal Border Post. Project sub-divided into the following sections of implementation:</p> <ul style="list-style-type: none"> • Lamu - Garissa (250 km) • Garissa - Isiolo (280 km) 			
Length	530 km			
Objectives	To improve land transport communications between Kenya, South Sudan and Ethiopia and contribute to regional economic integration.			
Period of Implementation	2022-2026			
Status of Implementation	Design studies are complete funded by the AfDB.			
Expected Results/Benefits	<p>Regional link between Kenya, South Sudan and Ethiopia providing access for landlocked Ethiopia and South Sudan to port services in Lamu. The link will:</p> <ol style="list-style-type: none"> 1. Promote economic development of the region through enhanced cross-border trade. 2. Facilitate enhancement of security in the region. 3. The LAPSSET highway will present a shorter route from Lamu Port to Juba (1,643km in comparison to current 1,798km that is congested). 4. The LAPSSET highway will serve southern Ethiopia. 			
Description of National Country Plan to the Project	Kenya Vision 2030.			
On-going related activities in Member States	<ol style="list-style-type: none"> 1. Construction of Lamu Port 2. Construction of Lamu – Witu – Garsen (112 km) 3. Rehabilitation of Awassa-Ageremariam-Moyale road in Ethiopia 4. Upgrading to bitumen standard Isiolo-Marsabit-Moyale road 5. Upgrading of Isiolo-Nginyang-Lokichar road 6. Recent rehabilitation/reconstruction and part upgrading of Lesseru (Eldoret) - Kitale - Lodwar - Lokichoggio - Nadapal road section 7. Construction of Nadapal – Juba Road 			
Proposed Financing Option	Construction can best be undertaken by Government through concessionary loans. The funding matrix can be a full public funding of construction where funding mix can be 80% by loan and 20% from national budget (counterpart funds).			
Intervention for which Financing is required	Civil works (construction)and supervision service			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
New capital investment	USD 712.3 Million		USD 712.3 Million	

Title of Project	LAPSSET Highway (Isiolo-Lokichar road)			
Sector	Transport (Road)			
Participating Countries	Kenya, Ethiopia, South Sudan			
Corridor	Lamu Port South Sudan Ethiopia Transport (LAPSSET) Corridor			
Route	Lamu Port-Isiolo-Lodwar-Lokichoggio-Nandapal-Juba			
Project Description	<p>Construction of a bitumen standard road from Isiolo to Lokichar in Kenya. This segment is part of LAPSSET Corridor connecting to Juba in South Sudan through the Nadapal Border Post. Project sub-divided into the following sections of implementation:</p> <ul style="list-style-type: none"> • Isiolo - Nginyang (170 km) • Nginyang - Lokori - Lokichar (200 km) 			
Length	370 km			
Objectives	To improve land transport communications between Kenya, South Sudan and Ethiopia and contribute to regional economic integration.			
Period of Implementation	2022-2026			
Status of Implementation	Design studies are complete funded by the AfDB.			
Expected Results/Benefits	<p>Regional link between Kenya, South Sudan and Ethiopia providing access for landlocked Ethiopia and South Sudan to port services in Lamu. The link will:</p> <ol style="list-style-type: none"> 1. Promote economic development of the region through enhanced cross-border trade. 2. Facilitate enhancement of security in the region. 3. The LAPSSET highway will present a shorter route from Lamu Port to Juba of 1,643km as opposed to the current congested route measuring 1,798km. 			
Description of National Country Plan to the Project	Kenya Vision 2030.			
On-going related activities in Member States	<ol style="list-style-type: none"> 1. Construction of Lamu Port 2. Construction of Lamu – Witu – Garsen (112 km) 3. Rehabilitation of Awassa-Ageremariam-Moyale road in Ethiopia 4. Upgrading to bitumen standard Isiolo-Marsabit-Moyale road 5. Recent rehabilitation/reconstruction and part upgrading of Lesseru (Eldoret) - Kitale - Lodwar - Lokichoggio - Nadapal road section 6. Construction of Nadapal – Juba Road 			
Proposed Financing Option	Construction can best be undertaken by Government through concessionary loans. The funding matrix can be a fully public funding of construction where funding mix can be 80% by loan and 20% from national budget (counterpart funds).			
Intervention for which Financing is required	Civil works (construction)and supervision service			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
New capital investment	USD 402.0 Million		USD 402.0 Million	

Title of Project	Juba-Torit-Kapoeta-Nadapal Road				
Sector	Transport (Road)				
Participating Countries	South Sudan and Kenya				
Corridor	Northern Corridor				
Routes	<ol style="list-style-type: none"> 1. Mombasa Port-Nairobi-Eldoret (Lesseru)-Lodwar-Lokichoggio-Nandapal-Torit-Juba 2. Lamu Port-Isiolo-Lokichar-Lodwar-Lokichoggio-Nandapal-Torit-Juba 3. Djibouti Port-Addis Ababa-Raad-Kapoeta-Juba 				
Project Description	<p>The Juba-Nadapal Road is a 365 km gravel/earth single carriageway road that links South Sudan to Kenya. The road starts from Juba, the capital of South Sudan and passes through Torit, Lobira (Junction to Uganda through Kitgum and Gulu), Kapoeta (junction to Ethiopia and Djibouti through Boma) to Nadapal (the border between South Sudan and Kenya).</p> <p>The project involves upgrading the existing earth road to an asphalt concrete standard (7.0 m carriageway with 1.5 m shoulders).</p>				
Length	365 km				
Objectives	To upgrade the gravel road to bitumen (asphalt concrete) standard.				
Period of Implementation	2022-2026				
Status of Implementation	Feasibility, ESIA and design studies complete.				
Expected Results/Benefits	The upgrading of the Nadapal-Juba road to bitumen standard will provide an alternative route from Juba to Mombasa Port. The eventual improvement of the road sections in both South Sudan and Kenya will enable faster access by South Sudan to regional and global markets, and increase trade.				
Description of National Country Plan to the Project	South Sudan Development Plan 2011-2013.				
On-going related activities in Member States	<ol style="list-style-type: none"> 1. South Sudan – Kenya projects: <ul style="list-style-type: none"> • Construction of Eldoret-Nadapal • Development of Lamu Port and LAPPSET Highway. • Expansion of Mombasa Port. 2. Ethiopia – South Sudan roads: <ul style="list-style-type: none"> • Construction of Mizan Teferi-Raad road • Kapoeta-Boma-Raad (design studies completed) 				
Proposed Financing Option	Preferably grants and Donations. WB supporting the project under the Eastern Africa Regional Transport, Trade and Development Facilitation Program(USD 255 million).				
Intervention for which Financing is required	Civil works (construction)and supervision service				
Type of investment initiative	Estimated Cost	Total	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
Upgrading of existing infrastructure	USD 539.6 Million		USD 255.0 Million	USD 284.6 Million	USD 255 mn WB support

Title of Project	LAPSSET Crude Oil Pipeline			
Sector	Energy (Oil Pipeline)			
Location/Country	Uganda, Kenya, South Sudan			
Participating Countries	Kenya, South Sudan, Uganda			
Corridor	LAPSSET Corridor			
Route	Lamu-Isiolo-Lodwar-Albertine Region/Lodwar-Lokichoggio-Nandapal-Juba			
Project Description	<p>Pipeline constructed running from Lamu Port in Kenya to 70 miles north of Juba (Oil Field and Treatment Facilities) and oil-rich fields in South Lokichar in Kenya. The crude oil pipeline will be 1,715 km.</p> <p>The bulk of the crude oil will be transported by oil tankers from the Port. The transportation volume is approximated by South Sudan and Kenya as 500,000bbl/day. Crude oil loading to oil tankers will be made through Single Point Mooring (SPM) at Lamu Port.</p> <p>200,000DWT is considered as the maximum size of the tankers.</p>			
Length	1,715 km			
Objectives	Undertake Engineering design, ESIA, RAP and other studies followed by implementation.			
Period of Implementation	2017-2020			
Status of Implementation	On the Kenyan side, prefeasibility and preliminary design studies were completed in 2011.			
Expected Results/Benefits	Link landlocked countries of South Sudan and Uganda with Oil/Product pipelines to Lamu Port in Kenya providing import and export trade opportunities.			
Description of National Country Plan to the Project	Kenya Vision 2030. Kenya Vision 2030 is Kenya's long term development plan.			
On-going related activities in Member States	<ol style="list-style-type: none"> 1. Discovery and drilling of oil at Lokichar (near Lodwar in Kenya). 2. Construction of Lamu Port (first three Berths). 			
Study Results	Net Present Value (NPV), US\$ Million		US\$ 1,783.4 Million	
	Economic Internal Rate of Return (EIRR), %		21.6%	
	Benefit/Cost ratio		1.71	
Proposed Financing Option	Public Private Partnership - PPP is ideal. The share of investment by public sector and private entity is determined to be 75:25. A Build, Operate and Transfer (BOT) arrangement and an Engineering, Procurement and Construction (EPC) arrangement is viable. The Project is eventually owned and operated fully by a public entity. The project's revenues will be derived from the users' fees/charges.			
Intervention for which Financing is required	Financing the construction of the pipeline.			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
New capital investment	USD 3,063.0 Million		USD 3,063.0 Million	

Title of Project	Horn of Africa Pipeline (Ethiopia-Djibouti Fuel Pipeline)			
Sector	Energy (Oil Pipeline)			
Location/Country	Ethiopia, Djibouti			
Participating Countries	Ethiopia, Djibouti			
Corridor	Djibouti Corridor			
Route	Djibouti-Addis Ababa			
Project Description	Pipeline construction of the 550-kilometer (340-mile) line to transport diesel, gasoline and jet fuel from port access in Djibouti to central Ethiopia. Project includes an import facility and 950,000 barrels of storage capacity in Damerjog, Djibouti, linked to a storage terminal in Awash, Ethiopia. The 20-inch (51-centimeter) line will transport 240,000 barrels a day of fuel. The concession period after commercial operations start is for 30 years.			
Length	550 km			
Objectives	Undertake Engineering design, ESIA, RAP and other studies followed by implementation.			
Period of Implementation	2022-2025			
Status of Implementation	Transaction Support & Financial Close			
Expected Results/Benefits	Link landlocked country of Ethiopia with Oil pipeline to Djibouti. The pipeline will increase energy security, aid economic development and reduce harmful emissions of current road-based transportation systems.			
Description of National Country Plan to the Project				
On-going related activities in Member States	1. Expansion of Djibouti Port 2. Construction of Tadjourah Port in Djibouti.			
Proposed Financing Option	Ideal for Public Private Partnership (PPP).			
Intervention for which Financing is required	Financing of the construction of the fuel pipeline			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
New capital investment	USD 1,550.0 Million	0	USD 1,550.0 Million	

Title of Project	Juba - Nairobi Fiber Optic Link			
Sector	ICT (fibre)			
Participating Countries	South Sudan and Kenya			
Corridor	Northern and LAPSET Corridors			
Distance	950 km			
Project Description	<p>Construction of a high capacity Optic Fibre Cable (OFC) from Eldoret(Kenya) to Juba (South Sudan) through the Nadapal border town. Laying of the new Eastern Africa Regional Transport, Trade and Development Facilitation Program (EARTTDFP) FON (main cable). This cable is the main backbone link for internet connectivity to north-western Kenya and to South Sudan.</p> <p>A high-capacity Optic Fibre Cable (OFC) - 2 Tbps fibre is planned.</p>			
Objectives	Construct fibre optic cable to north western Kenya and South Sudan.			
Expected Results	<p>South Sudan being a landlocked country does not have any connectivity via fibre optic cable and the project will ensure that the country is connected to the rest of the world.</p> <p>The project will 1. Bring Broadband to South Sudan 2. Provide high speed and high-capacity ICT Infrastructure Network 3. Reduce high-cost ICT Services</p>			
Description of National Country Plan to the Project	1. Telecommunications Master Plan 2. National ICT Policy of the Government of the Republic of South Sudan 3. Kenya Vision 2030.			
Sources of Financing	<p>South Sudan and Kenya governments signed an agreement with World Bank to construct the road and ICT link, facilitation of regional transport, trade and development and institutional development.</p> <p>This terrestrial optical link is part of SOUTH SUDAN- Eastern AFRICA Regional Transport, Trade and Development Facilitation Program (EARTTDFP) which is funded by the World Bank (WB).</p>			
Ongoing Related activities in the IGAD Region	Fibre optic link in Kenya from Mombasa to Eldoret.			
Period of Implementation	2022-2025			
Status	Pre-feasibility study completed			
Intervention for which Financing is required	Financing of the feasibility and design studies; and construction of the fiber			
Type of Investment initiative	Estimated Total Cost	Finance Secure	Finance Unsecured	Remark/ Financier
Upgrading/Reconstruction of Existing Infrastructure	USD 90.0 Million	USD 45.0 Million	USD 45.0 Million	

Title of Project	Kalabayd-Togowuchale Road and Togowuchalle OSBP			
Sector	Transport (Road)			
Location/Country	Somalia			
Participating Countries	Ethiopia and Somalia			
Corridor	Berbera Corridor			
Route	Berbera-Hargeisa-Kalabayd-Togowuchalle-Jijiga-Addis Ababa			
Project Description	<p>The project involves upgrading of Kalabayd – Togwachalle road section (23km) and construction of Togowuchalle OSBP.</p> <p>The road is in very poor condition with many potholes, erosion of the tarmac at the shoulders, prone to flash flooding, with some sections impassable where an alternative route has been forged. The border crossing itself is also in urgent need of upgrading and currently consists of a single lane road used by traffic and pedestrians and no customs facilities.</p>			
Length	23 km			
Objectives	To upgrade Kalabayd – Togowuchalle road section (23km)			
Period of Implementation	2022-2023			
Status of Implementation	Feasibility and detailed engineering design studies funded by EU.			
Expected Results/Benefits	<p>The main aim of the project is to reduce both maintenance and vehicle operating costs, and to strengthen commercial trade between Ethiopia and Somalia. Benefits are:</p> <ul style="list-style-type: none"> • To improve regional integration with Ethiopia and neighbouring Somalia as part of the effort to promote trade and cooperation. • To offer Ethiopia with access to an alternative Port (Berbera) for import/export trade. 			
On-going related activities in Member States	<ul style="list-style-type: none"> • Upgrading of Jijiga-Togowuchalle road (project complete). • Rehabilitation of Kalabayd – Hargeisa – Berbera road (221km). • Construction of Hargeisa bypass (25km). 			
Proposed Financing Option	Donor grant financing for the road upgrade and construction of the border post.			
Intervention for which Financing is required	Financing construction of the 23 km road and Togowuchalle OSBP.			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure/New capital investment	USD 50.0 Million		USD 50.0 Million	

Title of Project	Dawa River Multi-Purpose Dam			
Sector	Water (dam)			
Participating Countries	Ethiopia, Kenya, Somalia			
Corridor	Mogadishu Corridor			
Project Description	The proposed Dawa dam will be located in River Dawa at Latitude 4.064824 and Longitude 41.043819. The site is located approximately 20 km upstream of Rhamu Dimtu town in Mandera County and 2km upstream of Boni centre in Ethiopia. The estimated dam height is about 90m with a capacity of approximately 4.5 billion M3 and can be utilised to generate 8.2MW of hydropower.			
Objectives	To construct Dawa dam to provide water and generate hydropower			
Expected Results	Dawa Dam project is intended to offer the residents of the basin a platform to jointly conserve the environment while utilizing the water resources and other biodiversity benefits. Quantifiable benefits of Dawa Dam are mainly provision of irrigation water, hydropower generation, flood mitigation, and a source for drinking water for livestock and human beings. Qualitative benefits are the contribution to climate change as it will increasingly play an important role in protecting water resources, storing the floods for use during the dry season.			
Sources of Financing	Proposed type of financing is 76% of either grant or loan from development bank to cater for the actual work, 19% balance to be equity from respective governments to cater for land acquisition and environmental conservation, while balance of 5% to be from the beneficiaries to cater for operations and maintenance of the infrastructure.			
Ongoing Related activities in the IGAD Region	The Government of Ethiopia, Kenya and Somalia noted the above challenges and come up with the proposed MoU on the Management of the Dawa River Waters to be mediated by IGAD. This will help incorporate the necessary legislation, policies, economic tools, institutions, and stakeholders involved in management, regulation, and utilisation of water resources. This will help to establish a sustainable framework for the joint management of the water resources of the Dawa sub-basin.			
Period of Implementation	2022-2025			
Status	No studies undertaken			
Intervention for which Financing is required	Financing of the feasibility and design studies; and construction of the dam			
Type of Investment initiative	Estimated Total Cost	Finance Secure	Finance Unsecured	Remark/ Financier
Upgrading/Reconstruction of Existing Infrastructure	USD 603.5 Million		USD 603.5 Million	

Title of Project	Berbera – Togowuchalle Fibre Optic Cable			
Sector	ICT (fibre)			
Participating Countries	Somalia and Ethiopia			
Corridor	Berbera Corridor			
Distance	260 km			
Project Description	The 260 km cable running along the Berbera – Togowuchalle road having twenty-four pair with estimated capacity of 100G, designed according to the ITU standards.			
Objectives	Construct fibre optic cable to in Northern Somalia.			
Expected Results	One of the benefits of the project is that it will connect the Ethiopian Telecommunications Company (ETC) to the Gulf to Africa (G2A) submarine cable landing point at Berbera and will also serve as an alternative and complementing submarine landing point to ETC. In addition, the fibre optic cable will enhance the national connectivity within Somalia and provide services with high capacity, quality and availability to around 20% of Somaliland population thereby creating jobs. It will also enhance social development and integration by providing communications.			
Sources of Financing	Private investment through internal telesom funds or commercial borrowing			
Ongoing Related activities in the IGAD Region	Rehabilitation/upgrade of Berbera-Hergeisa-Togowuchalle road.			
Period of Implementation	2022-2024			
Status	No studies undertaken			
Intervention for which Financing is required	Financing of the feasibility and design studies; and construction of the fiber			
Type of Investment initiative	Estimated Total Cost	Finance Secure	Finance Unsecured	Remark/Financier
Upgrading/Reconstruction of Existing Infrastructure	USD 10.0 Million		USD 10.0 Million	

Title of Project	Djibouti Africa Regional Express (DARE) Submarine Cable			
Sector	ICT (fibre)			
Participating Countries	Djibouti, Somalia, Kenya			
Corridor	Djibouti, Mogadishu, Berbera and Northern Corridors			
Distance	5,400 km			
Project Description	The Djibouti Africa Regional Express (DARE) submarine cable system is a 5,400km submarine cable system that will connect Djibouti (Djibouti) and Mombasa (Kenya), with branches to three major coastal cities in Somalia; Mogadishu, Berbera, and Bossaso respectively, to provide an alternative high-capacity and low-latency route to the Horn of Africa and East Africa.			
Objectives	Expansion of DARE connecting Djibouti, Somalia and Kenya			
Expected Results	<p>With the cable, DARE operators will realise the productivity and cost advantages of a short-haul cable route while still maintaining the capacity and reliability of a much larger long-haul system through the use of TE SubCom's scalable system design.</p> <p>Before DARE, there existed no regional project that connected the IGAD Member States and with DARE connecting Djibouti, Somalia and Kenya, there is a possibility that it will be extended to Eritrea and other Non-IGAD countries such as Tanzania. The project will provide Somalia with additional three landing points as currently, Somalia has two landing points which are EASSY at Mogadishu and Gulf to Africa at Bossaso.</p> <p>DARE will offer an alternative ICT route to East Africa and the Horn of Africa by easing congestion across existing systems, promoting competition and supplying the much-needed capacity to a rapidly expanding region. It will provide affordable, reliable and high capacity to the region. This will lead to reduction in prices which will enhance the internet and broadband connectivity usage.</p>			
Sources of Financing	Loans/grants. Also ideal for private investment			
Ongoing Related activities in the IGAD Region	Planned/funded fibre optic connectivity between Isiolo and Mandera in Kenya.			
Period of Implementation	2022-2024			
Status	Feasibility studies and business plan for the project have been undertaken by Terabit and Axiom.			
Intervention for which Financing is required	Expansion of DARE submarine cable to Somalia and Kenya			
Type of Investment initiative	Estimated Total Cost	Finance Secure	Finance Unsecured	Remark/ Financier
Upgrading Existing Infrastructure	USD 100.0 Million		USD 100.0 Million	

Terrestrial links and backbone connections (based on key corridors)

Route proposed	Length	Feasibility Study	Estimated budget
Djibouti and Ethiopia			
Samara - Galafi - Dikhil – Djibouti		Yes	\$13m
Dire Dawa - Dewelleh – Ali Sabeh – Djibouti		Yes	\$13m
Djibouti and Somalia			
Djibouti - Loyada – Borama		No	\$5m
Somalia and Kenya			
Kismayo – El wak		No	
Kismayo – Liboi		No	
HoAGP: Isiolo – (1) Wajir - Mandera – Dadaab (2) Mogadishu – Elwa¹	744 km	No	\$34m
Kenya and Ethiopia			
LAPSSET: Lamu - Isiolo – Moyale	1,000km	No	\$60m
Ethiopia and Eritrea			
Bure-Assab		No	
Zal ambassa-Asmara-Masawwa		No	
Somalia and Ethiopia			
Mogadishu – Ffirfir		No	
Mogadishu – Dollo		No	
Bossaso – Goldogob		No	
Berbera-Togo Wajjale		No	

¹ Government of Kenya has received USD 24.1 million from the World Bank to upgrade ICT services through the Isiolo-Mandera Corridor project known as Horn of Africa Gateway Project (HoAGP). Therefore, funding needs only remains for the Mandera-Mogadishu section in Somalia.

Title of Project	Loyada - Zeila-Boroma-Kalabayd road			
Sector	Transport (Road)			
Location/Country	Somalia			
Participating Countries	Djibouti, Somalia			
Corridor	Djibouti/Berbera Corridor			
Route(s) (if applicable)	Djibouti-loyada-Zeila-Boroma-Kalabayd-Hergeisa-Berbera			
Project Description	Project involves upgrading of the gravel road between Loyada (Djibouti Border) and Kalabayd in Somalia. Road will be constructed to asphalt standard with 7.0m carriage way and 1.5m shoulders on both sides			
Length	200 km			
Objectives	To undertake feasibility and ESIA studies; and detailed engineering design, before finally upgrading the road to asphalt standard with 7.0m carriage way and 1.5m shoulders on both side.			
Period of Implementation	2022-2026			
Status of Implementation	No studies done			
Expected Results/Benefits	<p>The result of the project will be an all-weather asphalted link of Somalia with Djibouti, providing reliable transport to the area between the ports of Djibouti and Berbera.</p> <p>This is a coastal road which will facilitate freight and passenger transport between Somalia and Djibouti.</p> <p>Benefits will include:</p> <ul style="list-style-type: none"> • Reduced vehicle operating costs for the traffic moving on the road • Reduced journey time for goods and passengers • Reduced transportation cost of freight and passengers along the road • Improved quality of riding surface and increased comfort. 			
On-going related activities in Member States	<ul style="list-style-type: none"> - Djibouti-Loyada road (road constructed). - Togowuchalle-Kalabayd-Hergeisa-Berbera road (bypass and Berbera-Hargeisa-Kalaybadh under rehabilitation). 			
Proposed Financing Option	Grants/loans from Development Partners			
Intervention for which Financing is required	Feasibility and design studies, and construction of road to asphalt standard.			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 204.0 Million		USD 204.0 Million	

Title of Project	Transborder Submarine Fiber PoPs and Regional Smart Hub Facility and Data center			
Sector	ICT (fibre)			
Participating Countries	Kenya			
Corridor	Northern and LAPSET Corridors			
Project Description	Kenya already has several sub-marine fibers landing in Mombasa and has already done terrestrial fiber connecting the sub-marine cable to the borders of the other partner countries (Busia border for Uganda, Mandera border for Somalia, Moyale border for Ethiopia, Nadapal border for South sudan, Lungalunga, Namanga and Holili border for Tanzania). The inter-connectivity infrastructure at the border points comprising 400 Gbps PoPs and Smart Hub data centre in Mombasa are lacking			
Objectives	Fibre optic connectivity at borders and smart hub data centre in Mombasa			
Expected Results	Bring down the concept of internet access and Telecommunication services			
Sources of Financing				
Ongoing Related activities in the IGAD Region				
Period of Implementation	2022-2024			
Status	Project structuring			
Intervention for which Financing is required	Establishment of inter-connectivity infrastructure at the border points comprising 400 Gbps PoPs and Smart Hub data centre in Mombasa			
Type of Investment initiative	Estimated Total Cost	Finance Secure	Finance Unsecured	Remark/Financier
Upgrading Existing Infrastructure	USD 70.0 Million		USD 70.0 Million	

Title of Project	Angololo Multipurpose Water Resources Development Project (Angololo Dam) NELSAP
Sector	Water
Participating Countries	Kenya, Uganda
Project Description	<p>The Angololo Water Resources Development Project (AWDP) is located on the trans-boundary Malaba River that is between Kenya and Uganda and it falls within the Sio-Malaba Malakisi (SMM) River Basin within the Lake Victoria sub basin.</p> <p>The Project dam is 30 metre high dam with a reservoir capacity of 43.0 MCM, which will supply potable water to 20,000 people and irrigate 3,300 hectares (1,180 Ha in Kenya and 2,120 Ha in Uganda). The dam will generate 1.75MW hydropower. The project has a catchment area of 430 kilometres squared.</p> <p>The Angololo project was identified by Kenya and Uganda in collaboration with Nile Equatorial Lakes Subsidiary Action Program (NELSAP) through its Sio Malaba Malakisi (SMM) River Basin Management (RBM) project. NELSAP-CU conducted its prefeasibility studies in 2010 with grant financing from the Royal Government of Sweden and the Royal Government of Norway. Following this identification study, the Governments of Kenya and Uganda formally requested NELSAP to integrate it into its pipeline of natural resources projects for further appraising and development. The project was approved during the 18th Nile Equatorial Lakes Council of Ministers (NELCOM) meeting held in Entebbe, Uganda on 13th October 2015 and was included into the African Development Bank (AfDB) pipeline (IOP) for the year 2016 – 18 to seek possible funding support. NELSAP-CU/NBI was mandated in the signed MOU between Uganda and Kenya to support in mobilization of resources for preparation of the investment project. NELSAP-CU approached AfDB Eastern Africa Regional Centre (EARC) for funding to undertake preparation studies.</p> <ul style="list-style-type: none"> • The project studies will consist of the following components: • Feasibility Study, Detailed Design and Preparation of Tender Documents; • Independent Environmental and Social Impact Assessment (ESIA) and Resettlement Action Plan (RAP) • Stakeholder engagements to validate project study outputs. • Once proven economically viable, the project studies will proceed to Detailed Designs (DD), and preparation of tender documents.
Objectives	Development of multipurpose water resources for irrigated agriculture, hydropower generation, livestock development, water supply, flood control, drought mitigation, aquaculture, etc., coupled with the restoration of the associated sub-catchments.
Expected Results	The aim of the AWDP is to alleviate poverty in the project area by transforming the existing subsistence farming into large-scale commercial farming of irrigated lands producing principally high-value horticultural crops. Increase adaptation to climate change, reverse environmental degradation,

	<p>improve water supply and sanitation, strengthen transboundary cooperation, promote agro-processing and crop and livestock production. Additional objectives of the Angololo Project are in line with GoU and GoK policies and enhances efforts towards poverty reduction; institutional development and capacity-strengthening; gender equality; economic, social, political, and cultural rights. The Angololo Project design has been holistic with agricultural livestock water use factored into the general approach.</p> <p>In total the Angololo Water Resources Development Project is expected to benefit at least 127,300 people from Tororo, Manafwa and Namisindwa districts in Eastern Uganda and Busia and Bungoma Counties in Kenya through employment creation, irrigated agriculture, piped water supply, hydropower generation, and livestock and fisheries production.</p>			
Sources of Financing	Grants and loans			
Period of Implementation	2022-2024			
Implementation Status	Pre-feasibility			
Intervention for which Financing is required	Feasibility and detailed design studies, and construction of the Angololo dam.			
Type of Investment initiative	Estimated Total Cost	Finance Secure	Finance Unsecured	Remark/ Financier
Upgrading Existing Infrastructure	USD 61.7 Million		USD 61.7 Million	

Title of Project	Ethiopia-Sudan Extra High Voltage (EHV) 500 kV Power System Interconnection			
Sector	Energy			
Location/Country	Ethiopia and Sudan			
Participating Countries	Ethiopia, Sudan			
Corridor	Eastern Africa Power Pool (EAPP)			
Route	Renaissance Dam (Ethiopia)-Bahirdar -Gonder (Sudan)- shehedi- Gedaref-Khartoum (Sudan)			
Project Description	Project consists of construction of 500 kV AC Double Circuit transmission line (High Voltage AC with transfer capacity of 3000MW) between Guba in Ethiopia to Khartoum in Sudan. The total length of this interconnection is about 550 km.			
Length	550 km			
Objectives	Construction of a power transmission line connecting Sudan to Ethiopia.			
Period of Implementation	2022-2026			
Status of Implementation	Feasibility studies done			
Expected Results/Benefits	Promotes power trade and allows Sudan to benefit from low marginal cost hydro power from Grand Ethiopian Renaissance Dam (GERD), which can displace costly thermal generation. In addition, it will allow the wheeling of power through Sudan to Egypt.			
Sources of Financing	The recommended financing plan is a 20:80 equity / senior debt split for the Ethiopian portion (\$29m) and for the Sudan portion (\$485m) the split is 20% equity; 60% senior debt; and 20% zero coupon bond. The World Bank have expressed interest in financing the project.			
On-going related activities in Member States	1. Kenya - Tanzania Interconnector under the Southern Africa Power Pool (SAPP). A 100-kilometre, 400KV (1520 MW) transmission double-circuit line 2. Ethiopia-Kenya transmission line, 500AC 3. Sudan-Egypt transmission line, DC +/-600 kV link. 4. Ethiopia-Djibouti 220 kv transmission line 5. Ethiopia's Great Ethiopian Renaissance Dam (6000MW).			
Study Results	Net Present Value (NPV), Euros		8,234,000	
	Economic Internal Rate of Return (EIRR), %		13%	
	Benefit/Cost ratio		0.59	
	Base year		2010	
	Analysis period		35 yrs	
	Discount rate, %		10%	
Intervention for which Financing is required	Construction of the 500kV interconnector			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/ Commitment
New capital investment	USD 514.0 Million		USD 514.0 Million	

Title of Project	Modjo – Hawassa Expressway			
Sector	Transport (Road)			
Participating Countries	Ethiopia			
Corridor	Djibouti Corridor			
Route	Addis Ababa – Diredawa – Dewele – Djibouti Port			
Project Description	<p>The Modjo – Hawassa road is currently a dilapidated single 2-lane carriageway that has already served its design life and requires upgrading. The road is a link within the Transafrican Highway (TAH) No.4 from Cape Town to Cairo and is part of the Mombasa-Nairobi-Addis Ababa highway. The current capacity is insufficient to cater for the growing traffic demands, including international heavy traffic. The Modjo – Hawassa Highway Project (209km) will be implemented in two phases. Phase I consists of the construction of 93 km of a new asphalt surfaced 4-lane dual carriageway road between Modjo and Zeway towns.</p>			
Distance	209 km			
Objectives	To construct an expressway to relieve traffic congestion.			
Expected Results	<p>The project will contribute to social-economic development, and lead to increased internal and regional trade and integration, improved agricultural production and marketing, a better access to social and economic facilities, increased economic exploitation of the natural resources, and an improved welfare of the people. The outcomes include improved road transport, reduced travel times and costs, afforestation, creation of inclusive green economy at grass root, and improved road safety, gender and HIV/AIDS sensitization.</p>			
Description of National plan to the project				
Period of Implementation	2022-2026			
Status of Implementation	The project is at project structuring stage.			
Business Model	A blended finance PPP model, with IFIs and / or donors providing loans and / or grants and the private sector providing a debt and equity.			
Intervention for which Financing is required	Construction of the expressway (4 lane dual carriageway road)			
Type of Investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/ Financier
Expansion of Existing Infrastructure	USD 700.0 Million		USD 770.0 Million	Potentially a PPP project.

Title of Project	Dire Dawa – Mieso - Awash Road				
Sector	Transport (Road)				
Corridor	Djibouti Corridor				
Route	Addis Ababa - Dire Dawa – Dewele/Guelile - Djibouti				
Participating Countries	Ethiopia/Djibouti				
Project Description	<p>The project involves rehabilitation/upgrade of road in poor condition (206 km) between Diredawa and Awash in Ethiopia. The road is part of the southern route of Ethiopia - Djibouti link.</p> <p>The World Bank under the Horn of Africa Initiative (HoAI) is supporting the construction of Mieso-Diredawa (134km) as a 4-lane fenced and tolled expressway with a 90m roadway reserve width.</p>				
Distance	206 km				
Objectives	Rehabilitate/upgrade road.				
Expected Results	<p>The rehabilitation/upgrading of the road is critical as second cross border link shorter in distance to the Eastern part of Ethiopia to the port of Djibouti; which remains the major port for Ethiopia's import export trade traffic.</p> <p>The rehabilitation of the road will reduce vehicle operating costs for the traffic, reduce transportation cost for freight and passengers along the road, improve the quality of riding surface and increase comfort, and improve the land transport connectivity between Djibouti and Ethiopia.</p>				
Sources of Financing	All the Financing is yet to be secured. The World Bank under the Horn of Africa Initiative has pledged USD 500 Million for the construction of Mieso-Diredawa (134km) section.				
Ongoing Related activities in the Region	Construction of Diredawa-Dewele road				
Description of National plan to the project					
Intervention for which Financing is required	Rehabilitation/upgrade of the road				
Type of Investment initiative	Estimated Cost	Total	Finance secured	Finance unsecured	Remark/Financier
Expansion of Existing Infrastructure	USD 770.0 Million		USD 500.0 Million	USD 270.0 Million	

Title of Project	Turdibi/Galdogobi – Gaalkacyo – Bossasso road			
Sector	Transport (Roads)			
Location/Country	Somalia			
Participating Countries	Somalia			
Corridor	Mogadishu Corridor			
Route	Mogadishu-Beledweyne-Galkayo-Burco-Berbera			
Project Description	Project involves upgrading of the gravel road to bitumen standard. Road will be constructed to asphalt standard with 7.0m carriage way and 1.5m shoulders on both sides.			
Length	697 km			
Objectives	To undertake feasibility and ESIA studies; detailed engineering design; and upgrading the road to asphalt standard with 7.0m carriage way and 1.5m shoulders on both sides.			
Period of Implementation	2022-2026			
Status of Implementation	No studies undertaken			
Expected Results/Benefits	<p>To integrate Somalia into the region by upgrading infrastructures leading to other IGAD member states.</p> <p>The result of the project will be an all-weather asphalted link in Somalia between three major towns.</p> <p>Benefits will include:</p> <ul style="list-style-type: none"> • Reduced vehicle operating costs for the traffic moving on the road. • Reduced journey time for goods and passengers. • Reduced transportation cost of freight and passengers along the road. • Improved quality of riding surface and increased comfort. 			
Description of National Country Plan to the Project				
On-going related activities in Member States	Rehabilitation of Berbera-Hargeisa-Kalabaydh and Hargeisa bypass roads			
Proposed Financing Option	Government of Somalia with support grants/loans from Development Partners			
Intervention for which Financing is required	To undertake feasibility and design studies, and construct road to bitumen standard.			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 796.0 Million		USD 796.0 Million	

Title of Project	Mogadishu - Jowhar – Beledweyne – Ferfer			
Sector	Transport (Road)			
Location/Country	Somalia			
Participating Countries	Somalia, Ethiopia			
Corridor	Mogadishu and Berbera Corridors			
Route	Mogadishu-Beledweyne-Ferfer-Aware - Berbera/Addis Ababa			
Project Description	Project involves upgrading of the gravel road between Mogadishu Port (Capital City of Somalia) and Ferfer (border with Ethiopia). Road will be constructed to asphalt standard with 7.0m carriage way and 1.5m shoulders on both sides.			
Length	340 km			
Objectives	Upgrading the gravel road to asphalt standard			
Period of Implementation	2022-2026			
Status of Implementation	Feasibility studies of Mogadishu-Jowhar (88 km) complete. Feasibility studies needed for other sections			
Expected Results/Benefits	<p>The result of the project will be an all-weather asphalted link in Somalia between two major ports.</p> <p>Benefits will include:</p> <ul style="list-style-type: none"> • Reduced vehicle operating costs for the traffic moving on the road. • Reduced journey time for goods and passengers. • Reduced transportation cost of freight and passengers along the road. • Improved quality of riding surface and increased comfort. 			
Description of National Country Plan to the Project				
On-going related activities in Member States	Planned construction of Aware – Warder - Ferfer /Somalia border highway in Ethiopia			
Proposed Financing Option	Government of Somalia with support grants/loans from Development Partners			
Intervention for which Financing is required	To undertake feasibility and design studies for remaining sections (252 km), and construct whole road to bitumen standard.			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 338.2 Million		USD 338.2 Million	

Title of Project	Aware – Warder - Ferfer /Somalia border highway				
Sector	Transport (Road)				
Location/Country	Ethiopia				
Participating Countries	Ethiopia, Somalia				
Corridor	Mogadishu and Berbera Corridors				
Route	Mogadishu-Beledweyne-Ferfer-Aware - Berbera/Addis Ababa				
Project Description	Construction to bitumen standard of 569 km of Aware – Warder - Ferfer /Somalia border highway (total 711 km)				
Length	569 km				
Objectives	Upgrade earth road to bitumen standard				
Period of Implementation	2022-2026				
Status of Implementation	No studies exist				
Expected Results/Benefits	<p>The result of the project will be an all-weather asphalted link in Somalia between two major ports.</p> <p>Benefits will include:</p> <ul style="list-style-type: none"> • Reduced vehicle operating costs for the traffic moving on the road. • Reduced journey time for goods and passengers. • Reduced transportation cost of freight and passengers along the road. • Improved quality of riding surface and increased comfort. 				
Description of National Country Plan to the Project					
On-going related activities in Member States	Planned construction of Mogadishu - Jowhar – Beledweyne – Ferfer in Somalia				
Planned intervention	To undertake feasibility and ESIA studies; detailed engineering design; and upgrading the road to asphalt standard				
Proposed Financing Option	Government of Ethiopia with support grants/loans from Development Partners				
Intervention for which Financing is required	To undertake feasibility and design studies, and construct road to bitumen standard.				
Type of investment initiative	Estimated Cost	Total	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 764.5 Million			USD 764.5 Million	

One Stop Border Posts (OSBPs)

Objective and Rationale for the OSBPs:

Efficient border processing, improved knowledge and skills of border agencies and compliance with border procedures which will reduce waiting times at the border points. Time delays are attributed to inadequate border infrastructure, insufficient quality and quantity of technical equipment, poor border design, complicated procedures based on centralized control, and multiple border organisations working in isolation. This will contribute to reducing trade costs in IGAD region.

	OSBP	Countries	Route	Objective	Implementation Status	Estimated Total Cost
1	Balho	Djibouti/ Ethiopia	Tadjourah- Addis Ababa	Design and construct OSBP	Feasibility and design studies required	USD 45 Million
2	Galafi	Djibouti/ Ethiopia	Djibouti-Addis Ababa	Construct OSBP	The Ethiopia part is under construction; while Djibouti side requires feasibility and design studies complete.	USD 21.9 Million
3	Guelile/ Dewele	Djibouti/ Ethiopia	Djibouti- Guelile/ Dewenle- Diredawa- Addis Ababa	Design and construct OSBP	AfDB design grant under Ethiopia – Djibouti Transport Corridor Project Phase 1	USD 45 Million
4	Kurmuk	Sudan/ Ethiopia	Addis Ababa – Kurmuk – Al Damazin - Khartoum	Design and construct OSBP	Feasibility and design studies required	USD 42 Million
5	Metema- Galabat	Sudan/ Ethiopia	Addis Ababa- Khartoum	Design and Construct OSBP	Feasibility studies complete	USD 40 Million
6	Raad	Sudan/ Ethiopia	Addis Ababa – Kurmuk – Al Damazin - Khartoum	Design and construct OSBP	Feasibility and design studies required	USD 50.0 Million
7	Togowuchalle	Somalia/ Ethiopia	Berbera- Hargeisa- Togowuchalle- Diredawa- Addis Ababa	Design and Construct OSBP	Feasibility and design studies required	USD 45 Million

Title of Project	Kenya – South Sudan 220kV Power Transmission Interconnector			
Sector	Energy			
Participating Countries	South Sudan, Kenya			
Corridor	Eastern Africa Power Pool (EAPP)			
Project Description	Construction of a 220 KV line from Turkwel – Lokichar – Lodwar – Lokichogio (part of Kenya – South Sudan Interconnector) to Juba, 675 km, 400KV/220KV double circuit.			
Distance	675 km			
Objectives	To construct electricity transmission line between Kenya and South Sudan to enable power trade between the two neighbouring countries.			
Period of Implementation	2022 - 2024			
Status of Implementation	No preparatory studies done			
Expected Results/Benefits	To facilitate Power trade between Kenya and South Sudan with three power sources, Turkwel Hydropower, Turkana Wind Power Project (LTWP) and geothermal fields in Baringo.			
Sources of Financing	A possible option for structuring could be for the South Sudan portion to be funded through grant and the Kenyan portion to be funded via a loan to be repaid through cost recovery from electricity sales.			
On-going related activities in Member States	<ol style="list-style-type: none"> 1. Ethiopia-Kenya transmission line, 500AC 2. Ethiopia-Djibouti 220 kv transmission line 3. Regional hydroelectric generation projects - Ethiopia's Great Ethiopian Renaissance Dam (6000MW), Kenya's Turkwell (106MW) and Lake Turkana Wind Power Project (310MW). 			
Intervention for which Financing is required	Feasibility and design studies, and construction of the interconnector			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
New capital investment	USD 697.0 Million		USD 697.0 Million	

Title of Project	Kenya – Somalia 220kV Power Transmission Interconnector				
Sector	Energy				
Participating Countries	Somalia, Kenya				
Corridor	Eastern Africa Power Pool (EAPP)				
Project Description	Construction of a 220 KV line from Garissa to Mandera to Mogadishu, 1198km long.				
Distance	1198 km				
Objectives	To construct electricity transmission line between Kenya and Somalia to enable power trade between the two neighbouring countries.				
Period of Implementation	2022 - 2024				
Status of Implementation	No preparatory studies done				
Expected Results/Benefits	Power trade between Kenya and Somalia, and connection to the power pool (North - South transmission). The project will ensure reliable, adequate and affordable power in North Easter Kenya and Somalia area towards Mogadishu.				
Sources of Financing	A possible option for structuring could be for the Somalia portion to be funded through grant and the Kenyan portion to be funded via a loan to be repaid through cost recovery from electricity sales.				
On-going related activities in Member States	<ol style="list-style-type: none"> 1. Ethiopia-Kenya transmission line, 500AC 2. Ethiopia-Djibouti 220 kv transmission line 3. Regional hydroelectric generation projects - Ethiopia's Great Ethiopian Renaissance Dam (6000MW) 				
Intervention for which Financing is required	Feasibility and design studies, and construction of the interconnector				
Type of investment initiative	Estimated Cost	Total	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
New capital investment	USD 598.0 Million			USD 598.0 Million	

Title of Project	Djibouti – Somalia 230kV Interconnector				
Sector	Energy				
Participating Countries	Somalia, Djibouti				
Corridor	Eastern Africa Power Pool (EAPP)				
Project Description	Construction of Djibouti - Somalia Interconnector (230kv), 500km The power line is parallel to the planned bituminization of Loyada-Boroma-Hargisa-Berbera road				
Distance	500 km				
Objectives	To construct electricity transmission line between Djibouti and Somalia to enable power trade between the two neighbouring countries.				
Period of Implementation	2022 - 2024				
Status of Implementation	No preparatory studies done				
Expected Results/Benefits	The project will provide affordable and reliable power connection to Somalia from Ethiopia via Djibouti. The power trade between the three countries will be facilitated.				
Sources of Financing	Grants and loans				
On-going related activities in Member States	1. Ethiopia-Djibouti 220 kv transmission line 2. Ethiopia's Great Ethiopian Renaissance Dam (6000MW)				
Intervention for which Financing is required	Feasibility and design studies, and construction of the interconnector				
Type of investment initiative	Estimated Cost	Total	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
New capital investment	USD 350.0 Million			USD 350.0 Million	

Title of Project	Eritrea – Ethiopia 230kV Interconnector				
Sector	Energy				
Participating Countries	Eritrea, Ethiopia				
Corridor	Eastern Africa Power Pool (EAPP)				
Project Description	The project is an extension of the already complete and functioning Northern Ethiopia Power Transmission Project which aimed at powering the northern region of Ethiopia. The project entails the development of a 200 km 230 KV transmission line from the Adigrat substation to Asmara in Eritrea.				
Distance	200 km				
Objectives	To construct electricity transmission line between Ethiopia and Eritrea to enable power trade between the two neighbouring countries.				
Period of Implementation	2022 - 2024				
Status of Implementation	No studies done				
Expected Results/Benefits	The Eritrean Electricity system comprises of two systems: the interconnected system (ICS) comprising of 91% of the business and 5 self-contained systems (SCS). All the power plants in both systems depend on oil driven thermal generators. The peak power of the ICS is around 50MW, indicating a very low access to power even by African standards. Eritrea is facing acute shortages of modern energy services, especially in rural areas, and the country is generally characterized by low energy consumption levels. In order to facilitate the economic development of Eritrea, further development of the electricity sector is necessary. The project will aid in the re-establishment of industries and lighting up households in Asmara and surrounding towns.				
Sources of Financing	Loans/grants				
On-going related activities in Member States	1. Sudan-Ethiopia transmission line 2. Ethiopia-Djibouti 220 kv transmission line 3. Ethiopia's Great Ethiopian Renaissance Dam (6000MW)				
Intervention for which Financing is required	Feasibility and design studies; and construction of the 230kV interconnector				
Type of investment initiative	Estimated Cost	Total	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
New capital investment	USD 140.0 Million			USD 140.0 Million	

Title of Project	Eritrea – Sudan 230kV Interconnector				
Sector	Energy				
Participating Countries	Eritrea, Sudan				
Corridor	Eastern Africa Power Pool (EAPP)				
Distance	450 km				
Project Description	The project entails the development of a double circuit 230kV Sudan-Eritrea power transmission interconnector from Kassala in Sudan via-Tesene-Barentu-Akordat-Keren to Asmara, Eritrea. The project will take three years including feasibility studies before getting fully operational and revenues for payment of financing will come from the sale of electricity.				
Objectives	To construct electricity transmission line between Sudan and Eritrea to enable power trade between the two neighbouring countries.				
Period of Implementation	2022 - 2024				
Status of Implementation	Enabling Environment and Needs Assessment				
Expected Results/Benefits	<p>Besides enhancing power trade between the two countries and develop the economy of the two countries, the transmission line will offer opportunities for electrification of rural communities especially within Eritrea at marginal costs compared to current options available.</p> <p>The project is expected to support investments in infrastructure that will facilitate the coordinated development of interconnection facilities between Eritrea and Sudan thus removal of physical constraints to power system integration.</p> <p>Power trade between Ethiopia, Sudan and Eritrea will be enhanced.</p>				
Sources of Financing	Loans/grants				
On-going related activities in Member States	<ol style="list-style-type: none"> 1. Sudan-Ethiopia transmission line 2. Ethiopia-Djibouti 220 kv transmission line 3. Ethiopia's Great Ethiopian Renaissance Dam (6000MW) 				
Intervention for which Financing is required	Feasibility and design studies; and construction of the 230kV interconnector				
Type of investment initiative	Estimated Cost	Total	Finance secured	Finance unsecured	Remark/ Financier/ Commitment
New capital investment	USD 310.0 Million			USD 310.0 Million	

Title of Project	Nyimur Multipurpose Water Resources Project				
Sector	Water				
Participating Countries	South Sudan, Uganda				
Project Description	<p>The project involves</p> <ul style="list-style-type: none"> • construction of a cascade of dams, • irrigation development, • hydropower development, • rehabilitation and sustainable land management, • potable water supply and livestock watering. <p>The specifics of the project are:</p> <ul style="list-style-type: none"> • Head dam – crest length 800m crest length and 26m height . total storage 38.6 MCM, line storage 35 MCM • Control Dam , Dam C – crest length 640 meters , 21 meters high, total storage 11.7 MCM and live storage 9.1 MCM • Power generation plant of estimated capacity 350kW at the toe of the head dam • Total gross irrigation area: 5970 ha, of which 4,000 in Uganda, Lamwo District, and 1,970 ha in South Sudan, Magwi County • Potable water supply to 12000 people and 6000 TLU (livestock unit) • Rehabilitation and sustainable land management of 14000 ha of land upstream of Head Dam A • Four control dams, one along Ateng (Pagada) River and three downstream of the head dam, on Nyimur River. 				
Objectives	To construct dams for water supply, irrigation, power generation and flood control.				
Expected Results	To sustainably improve the living conditions and incomes of rural populations in the proposed irrigation scheme and the surrounding watersheds. This will promote security in the region.				
Sources of Financing	Grants and loans				
Period of Implementation	2022-2024				
Status	No studies done.				
Intervention for which Financing is required	Feasibility and detailed design studies, and construction of the dam				
Type of Investment initiative	Estimated Total Cost	Finance Secure	Finance Unsecured	Remark/ Financier	
Upgrading Existing Infrastructure	USD 61.7 Million		USD 61.7 Million		

Title of Project	Asosa - Kurmuk - Al Damazin Highway			
Participating Countries	Ethiopia, Sudan			
Corridor	Khartoum Corridor			
Route	Addis – Asosa – Kurmuk - Al Damazin - Khartoum			
Project Description	The project involves rehabilitation and upgrading of the 193 km road from Asosa in Ethiopia to Al Damazin (Sudan) through the Kurmuk border point to paved regional corridor standards.			
Distance	193 km			
Objectives	Rehabilitation and upgrading of the road			
Expected Results	All weather paved road to provide a shorter link between Sudan and western part of Ethiopia. More trade and regional integration will be realized.			
Sources of Financing	NA			
Ongoing Related activities in Member States				
Action Required	Construction of road segments in both Sudan and Ethiopia			
Description of National plan to the project	Sudan Roads Strategic Plan 2020-2030			
Period of implementation	2022-2024			
Status	Engineering designs, EIA and tender documents ready			
Intervention for which Financing is required	Funding being sought to rehabilitate and upgrade the road			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark /Financier/
Upgrading of existing infrastructure	USD 200.0 Million		USD 200.0 Million	

Title of Project	ElShowak-KonoSabarna- El Homara			
Participating Countries	Ethiopia, Sudan			
Corridor	Khartoum Corridor			
Route	Khartoum – Elshowak-El Homara – Addis Ababa			
Project Description	New construction of 82 km from El Showak to El Homara on Ethiopia boarder from existing gravel road to paved international corridor standards (asphalt standard with 7.0m carriageway and 1.5m shoulders on both sides).			
Distance	82 km			
Objectives	The road links Sudan with Ethiopia			
Expected Results	<p>Project will facilitate efficient movement of cargo for Ethiopia as new access to Port Sudan which will facilitate trade between the two countries.</p> <p>The project will join with associated project TRDP10 at the Eastern Sudan border to connect Ethiopia with Port Sudan. Serve transport agricultural products and livestock and premote tourism areas (Safari)planned. Serve establishment of Free Trade Area between Sudan, Eritrea and Ethiopia (planned).</p>			
Sources of Financing	NA			
Ongoing Related activities in Member States				
Description of National plan to the project	Sudan Roads Strategic Plan 2020-2030			
Period of implementation	2022-2024			
Status	Transaction Support & Financial Close			
Intervention for which Financing is required	Funding being sought to construct the road			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark /Financier/
Upgrading of existing infrastructure	USD 60.0 Million		USD 60.0 Million	

Title of Project	Musingo-Tsertenya-Ikotos-Torit Road				
Sector	Transport (road)				
Participating Countries	South Sudan/Uganda				
Corridor	Northern Corridor				
Route	Mobasa-Kampala-Musingo-Torit-Juba				
Project Description	The Musingo-Tsertenya-Ikotos-Torit Road is located in a region between South Sudan and Uganda. The road runs from Torit to Musingo (Border with Uganda). The project involves upgrading of the existing earth road between the towns of Torit (along the Juba-Nadapal highway) and Musingo (Border with Uganda) to an asphalt concrete standard (7.0 m carriageway with 1.5 m shoulders).				
Distance	208 km				
Objectives	To construct the earth road to asphalt concrete standard.				
Expected Results	<p>The project road will link South Sudan with Uganda and serve the South Sudan heavy traffic originating from Kampala and from port of Mombasa in Kenya. Torit is junction centre interconnecting roads emanating from Nadapal (Kenya/South Sudan border); Musingu (Uganda/South Sudan border); Raad (Ethiopia/South Sudan border).</p> <p>The upgrading of the road to asphalt concrete standard between Torit and Musingo will lead to:</p> <ul style="list-style-type: none"> • Promotion of peace and security; • Socio-economic integration and increased trade; • Reduction in maintenance costs (Agency costs); • Induced economic development as a result of reduced transport cost; and • Social benefits due to improved accessibility of population to health, educational and other services from both countries. 				
Sources of Financing	Financing is being sought from development partners.				
Ongoing Related activities in the IGAD Region	Funds secured from World Bank to upgrade Juba-Nadapal road to bitumen standard; Detailed design of Kapoeta-Raad road completed; Construction of Nimule OSBP completed.				
Period of Implementation	2022-2025				
Status of Implementation	No studies done				
Intervention for which Financing is required	Full feasibility and detailed design; and upgrading of the road to bitumen standard.				
Type of Investment initiative	Estimated Cost	Total	Finance Secure	Finance Unsecured	Remark/ Financier
Upgrading/Reconstruction of Existing Infrastructure	USD 210 Million			USD 210 Million	

Title of Project	Addis Ababa – Khartoum Standard Gauge Railway			
Sector	Transport (Rail)			
Participating Countries	Ethiopia, Sudan			
Corridor	Khartoum Corridor			
Route	Addis Ababa-Weldiya-Wereta-Gonder-Metema-Khartoum			
Distance	1406 km			
	The project involves the construction of a standard gauge railway starting from Addis Ababa in Ethiopia to Khartoum in Sudan - Length: Ethiopia (836)km Sudan (569)km Total (1406)km. An extension of the line onwards to Port Sudan is planned in the future.			
Objectives	To construct the standard gauge railway from Addis Ababa to Khartoum			
Expected Results	Ethiopia-Sudan SGR aims to deepen regional integration through improved transport infrastructure that will increase trade through efficient transport between the two countries. Development of this railway line is fundamental to enhancing trade and regional connectivity not only within the north-eastern part of the continent but also to the central African states of Chad and the Central Africa Republic.			
Sources of Financing	AfDB is currently funding feasibility and design studies. Loans and PPP will be feasible for construction.			
Ongoing related activities in Member States	<ul style="list-style-type: none"> • Construction of Djibouti – Addis Ababa SGR. • Addis Ababa - Khartoum Highway. • Sudan - Ethiopia transmission line 			
Period of implementation	2022-2026			
Description of National plan to the project	<ul style="list-style-type: none"> • Sudan Railways Strategic Plan 2016-2029, • Ethiopia Growth and Transformation Plan (GTP), • National Railway Network of Ethiopia (NRNE) 			
Status of Implementation	Pre-feasibility studies done. Feasibility and design studies ongoing under AfDB funding.			
Intervention for which Financing is required	<ul style="list-style-type: none"> • Construction of permanent way • Signaling, communication equipment and railway electrification • Rolling stock • Goods and passenger station construction 			
Type of investment	Estimated Total Cost	Finance secured	Finance unsecured	Remark Financier
Upgrading of existing infrastructure	USD 5,018.0 million		USD 5,018.0 million	

Title of Project	Kismayu – El Wak road			
Sector	Transport (Roads)			
Location/Country	Somalia			
Participating Countries	Somalia and Kenya			
Corridor	Kismayu Corridor			
Route	Kismayu-Elwak-Isiolo-Nairobi/Addis Ababa			
Project Description	The project involves upgrading the gravel road (507 km) between Somalia's second-largest city of Kismayu port and El Wak at the Kenya border. The road will be constructed to asphalt standard with 7.0m carriageway and 1.5m shoulders on both sides.			
Length	507 km			
Objectives	To undertake feasibility and ESIA studies; detailed engineering design; and upgrading the road to asphalt standard.			
Period of Implementation	2022-2025			
Status of Implementation	No studies done			
Expected Results/Benefits	<p>The result of the project will be an all-weather asphalted link between Somalia and Kenya.</p> <p>Benefits will include:</p> <ul style="list-style-type: none"> • Increased regional integration. • Improved peace and security. • Reduced vehicle operating costs for the traffic moving on the road. • Reduced journey time for goods and passengers. • Reduced transportation cost of freight and passengers along the road. • Improved quality of riding surface and increased comfort. 			
Description of National Country Plan to the Project				
On-going related activities in Member States	Construction of Isiolo – Wajir – El Wak – Mandera road in Kenya			
Proposed Financing Option	Government of Somalia with support grants/loans from Development Partners			
Intervention for which Financing is required	Feasibility and detailed design studies, and construction of the road			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 681.4 Million		USD 681.4 Million	

Title of Project	Kismayu - Bilis Qooqani - Liboi road			
Sector	Transport (Roads)			
Location/Country	Somalia			
Participating Countries	Somalia and Kenya			
Corridor	Kismayu Corridor			
Route	Kismayu-Liboi-Garissa-Nairobi			
Project Description	Project involves upgrading of the gravel road between Somalia's second largest city of Kismayu port and Liboi at the Kenya border. Road will be constructed to asphalt standard with 7.0m carriage way and 1.5m shoulders on both sides.			
Length	244 km			
Objectives	To undertake feasibility and ESIA studies; detailed engineering design; and upgrading the road to asphalt standard.			
Period of Implementation	2022-2025			
Status of Implementation	No studies done			
Expected Results/Benefits	<p>Construction of the highway will boost agricultural commodity market situated within Dhoobley by linking Liboi and Dhoobley to Kismayu port. Benefits will include:</p> <ul style="list-style-type: none"> • Increased regional integration. • Improved peace and security. • Reduced vehicle operating costs for the traffic moving on the road. • Reduced journey time for goods and passengers. • Reduced transportation cost of freight and passengers. • Improved quality of riding surface and increased comfort. 			
Description of National Country Plan to the Project				
On-going related activities in Member States	Detailed design and planned construction of Garissa – Liboi road in Kenya			
Proposed Financing Option	Government of Somalia with support grants/loans from Development Partners			
Intervention for which Financing is required	Feasibility and detailed design studies, and construction of the road			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 328.0 Million		USD 328.0 Million	

Title of Project	Garissa-Daadab-Liboi road			
Sector	Transport (Road)			
Location/Country	Kenya			
Participating Countries	Kenya and Somalia			
Corridor	Kismayu Corridor			
Route	Kismayu-Liboi-Daadab-Garissa-Nairobi			
Project Description	Project involves upgrading of the gravel road between Garissa in Kenya and Liboi at Somalia border. Road will be constructed to asphalt standard with 7.0m carriage way and 1.5m shoulders on both sides.			
Length	207 km			
Objectives	Upgrading the road to asphalt standard			
Period of Implementation	2022-2025			
Status of Implementation	Feasibility and ESIA studies; and Detailed Engineering studies have been completed. Government of Kenya mobilising funds to tarmack the road.			
Expected Results/Benefits	<p>The result of the project will be an all-weather asphalted link between Somalia and Kenya.</p> <p>Benefits will include:</p> <ul style="list-style-type: none"> • Increased regional integration. • Improved peace and security. • Reduced vehicle operating costs for the traffic moving on the road. • Reduced journey time for goods and passengers. • Reduced transportation cost of freight and passengers along the road. • Improved quality of riding surface and increased comfort. 			
Description of National Country Plan to the Project	Kenya Vision 2030			
On-going related activities in Member States	Planned construction of Kismayu – Bilis Qooqani – Liboi road in Somalia			
Proposed Financing Option	Government of Kenya with support grants/loans from Development Partners			
Intervention for which Financing is required	Funding construction of the road			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 278.0 Million		USD 278.0 Million	

Title of Project	Mogadishu-Baidoa-Mandera road				
Sector	Transport (Road)				
Location/Country	Somalia				
Participating Countries	Somalia and Kenya				
Corridor	Mogadishu Corridor				
Route	Mogadishu-Baidoa-Mandera-Wajir-Garissa-Nairobi				
Project Description	Project involves upgrading of the road between Mogadishu Port (Capital City of Somalia) and Mandera on the Kenya Border. Road construction to asphalt standard with 7.0m carriage way and 1.5m shoulders on both sides.				
Length	521 km				
Objectives	To undertake feasibility and ESIA studies; and detailed engineering design, and construct road (Afgoye – Mandera - 504 km) to bitumen standard.				
Period of Implementation	2022-2026				
Status of Implementation	Mogadishu to Afgooye (17 km) being constructed under support from Qatari Investment Authority.				
Expected Results/Benefits	<p>Benefits will include:</p> <ul style="list-style-type: none"> • Reduced vehicle operating costs for the traffic moving on the road. • Reduced journey time for goods and passengers. • Reduced transportation cost of freight and passengers along the road. • Improved quality of riding surface and increased comfort. • Increased trade between Somalia and Kenya. • More regional integration. 				
Description of National Country Plan to the Project	The Mogadishu corridor connects to Lamu Port South Sudan Ethiopia Corridor (LAPSSET). Construction of Isiolo-Mandera road in Kenya. There is a planned fibre optic cable along the road. A one stop border post (OSBP) is planned for Mandera border point.				
On-going related activities in Member States	<p>The Qatari Investment Authority signed the \$200 million road construction project with the Somali government in November 2017. The project covers the construction of the roads linking Mogadishu to Jowhar (92.7 km) and Mogadishu to Afgooye (17 km).</p> <p>Somalia – Kenya road development activities: - Design of Garissa-Liboi road project.</p>				
Intervention for which Financing is required	Funding feasibility and design studies, and construction of the road				
Type of investment initiative	Estimated Cost	Total	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 527.0 Million		USD 17.2 Million	USD 509.8 Million	

Title of Project	Negele – Filtu – Siftu (Dolo Bay/Mandera) road				
Sector	Transport (Road)				
Location/Country	Ethiopia				
Participating Countries	Ethiopia, Somalia, Kenya				
Corridor	Mogadishu, Berbera and LAPSSET Corridors				
Route	Addis Ababa-Awasa-Negele-Filtu-Dolo Bay-Mandera-Mogadishu				
Project Description	Upgrading (292 km) and rehabilitation (48 km) of the Negele – Filtu – Siftu (Dolo Bay/Mandera) road				
Length	340 km				
Objectives	Upgrade and rehabilitate road				
Period of Implementation	2022-2026				
Status of Implementation	Feasibility and design studies underway				
Expected Results/Benefits	To improve the movement of people and goods. The project will facilitate regional trade and bring about development along the corridor and within the region.				
Description of National Country Plan to the Project					
On-going related activities in Member States	Construction of Mogadishu – Mandera road in Somalia; and Isiolo-Mandera road in Kenya.				
Planned intervention	Upgrading and rehabilitation of the road				
Proposed Financing Option	Government of Ethiopia with support grants/loans from Development Partners				
Intervention for which Financing is required	Funding construction of the road				
Type of investment initiative	Estimated Cost	Total	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 393 Million			USD 393 Million	

Title of Project	Isiolo-Wajir-Mandera road			
Sector	Transport (Road)			
Location/Country	Kenya			
Participating Countries	Kenya, Somalia, Ethiopia			
Corridor	Mogadishu Corridor			
Route	Mogadishu-Baidoa-Mandera-Wajir-Isiolo/Garissa-Nairobi			
Project Description	The project involves construction of gravel road to bitumen standards. The Isiolo-Mandera (740 km) road connects Kenya to Ethiopia and Somalia.			
Length	740 km			
Objectives	Upgrading the road to asphalt standard			
Period of Implementation	2021-2027			
Status of Implementation	Feasibility and ESIA studies; and Detailed Engineering studies completed.			
Expected Results/Benefits	<p>To improve the movement of people and goods, improve access to digital communication and construction of social infrastructure for communities living along the corridor. The project will facilitate regional trade and bring about development along the corridor and within the region.</p> <p>The road connects with Mogadishu-Mandera road (Somalia) and Awassa-Negele-Filtu-Dolo Bay-Mandera (Ethiopia) which are also a priority in the IRIMP and HOAI.</p>			
Description of National Country Plan to the Project	Kenya Vision 2030			
On-going related activities in Member States	<ul style="list-style-type: none"> Planned construction of Negele – Filtu – Siftu (Dolo Bay/Mandera) road in Ethiopia; and Mogadishu-Baidoa-Mandera road in Somalia Planned fibre optic and transmission line along the Corridor 			
Completed Studies	Feasibility and Design studies complete			
Proposed Financing Option	Government of Kenya with support grants/loans from Development Partners. WB has extended USD 750 million which will partly go towards construction of Isiolo-Modogashe (190km) and Wajir-Elwak (175km), all totalling to 365km and 40km of spur roads in urban areas along the road.			
Intervention for which Financing is required	Funding construction of the remaining unfunded 375 km section.			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark/Financier/Commitment
Upgrading of existing infrastructure	USD 1,200 Million	USD 750 Million	USD 450 Million	WB has approved USD 750 Million for the road and digital connectivity

Title of Project	Mellondi - Manda – Bure - Assab Road			
Sector	Transport (Road)			
Participating Countries	Ethiopia and Eritrea			
Corridor	Assab Corridor			
Route	Assab-Bure-Mellondi-Addis Ababa			
Project Description	Maintenance, rehabilitation and reconstruction of the road emanating from Mellondi in Ethiopia to Assab in Eritrea. Mellondi - Bure is under periodic maintenance. Rehabilitation and reconstruction of Bure - Assab (77 km) is required.			
Distance	149 km			
Objectives	Maintenance, rehabilitation and reconstruction of the road.			
Expected Results	Benefits will include: <ul style="list-style-type: none"> • Reduced vehicle operating costs for the traffic moving on the road. • Reduced journey time for goods and passengers. • Reduced transportation cost of freight and passengers along the road. • Improved quality of riding surface and increased comfort. • Increased trade between Ethiopia and Eritrea. • More regional integration. 			
Sources of Financing	Grants/Loans			
Ongoing Related activities in IGAD regions	Periodic maintenance of Mellondi – Bure in Ethiopia.			
Description of National plan to the project	NA			
Period of implementation	2022-2025			
Status	The road is in poor condition			
Intervention for which Financing is required	Funding maintenance, rehabilitation and reconstruction of the road.			
Type of investment initiative	Estimated Total Cost	Finance secured	Finance unsecured	Remark /Financier/
Rehabilitation of existing infrastructure	USD 163 Million		USD 163 Million	



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